

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Hungary/East Germany/Poland	REPORT	<input type="text"/>	25X1
SUBJECT	Hungarian State Railways (MAV)	DATE DISTR.	5 June 1953	
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1. On 20 January 1953 there was about enough high-grade coal for two days in the depots. From all other sources about 3 $\frac{1}{2}$ - 4 days.
2. The average daily freight carried by MAV was 10,300 - 10,500 freight cars on 20 January 1953.
3. Hospital Train.
 - a. The prototype was completed at the beginning of January 1953. Women "assistants" were detailed to give the whole train a thorough wash and polish before the hand over to the Hungarian Army which was carried out in the presence of Defense Minister General Mihaly Farkas. Nine more of these trains are to be made during 1953. One of the reasons for the hold up in production of the prototype was a long dispute with the Soviet experts who wanted to use 2-axled passenger slow trains and even covered freight cars for the casualties. Finally, the Hungarian experts' advice of 4-axled passenger coaches was accepted.

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The MAV Material Testing Workshop is subordinate to the technical and engineering department of the Ministry of Communications.

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5. Up to 20 January 1953, 71 engines had been sent back from Poland. An engineer was sent to Warsaw on 25 January 1953 to deal mainly with this question.
6. Militarization of the Railways.
 - a. It is still generally expected that the railways will be taken over by the Army. All employees in the railway section of the Ministry of Communications are gradually being put into uniform and are to have ranks (i.e. Major, etc.).

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a. (cont.) Many of the senior officials are being down-graded.

b.

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7. Reduction of Freight Traffic.

At the beginning of February 1953 there was a sharp restriction of freight traffic. The main trains affected were through trains e.g. all six daily trains from Budapest-Józsefváros were cancelled. No private contracts for the movement of freight are accepted and official applications from business and national concerns are often turned down by the stations concerned, without reference to a higher authority.

8. Orders for Railroad Stock.

- a. Hungary has been asked to quote urgently the price of a 4-piece motor train for the Czechoslovak General Staff.
- b. East Germany asked quotations on 54 motor coaches and 4-piece motor pullman coaches. Hungary is trying to talk the East Germans into accepting, instead of these latter, motor trains such as will be supplied to the Czechs.

9. Engineer Csaszar (fnu), formerly deputy head of the technical and engineering department of the Ministry of Communications, has started work as an engineer in the car repair central office.

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